

DEPARTMENT OF THE ARMY  
HEADQUARTERS, FIFTH U.S. ARMY AND FORT SAM HOUSTON  
Fort Sam Houston, Texas 78234-5000

FSH Regulation  
No. 95-1

15 October 1990

Aviation  
GENERAL PROVISIONS, LOCAL FLIGHT RULES  
AND FLIGHT STANDARDIZATION

Issue of supplements to this regulation by subordinate commanders is prohibited, unless specifically approved by Headquarters, U. S. Army Garrison, Fort Houston (FSH).

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## CHAPTER 1

### GENERAL

#### 1-1. PURPOSE.

a. To establish the local flying area for aviators operating aircraft assigned or attached to Fort Sam Houston (FSH).

b. To establish the local flying rules for operation of helicopters on or over the FSH and Camp Bullis Military Reservations.

c. To prescribe the objectives, policies, procedures and responsibilities governing flight standardization at FSH.

d. To prescribe the procedures for clearance of flights from Charles L. Kelly AHP.

e. To prescribe the procedures for use of the FSH/Camp Bullis Tactical Terrain Training Area, CALS and DZ Hall Parachute Jump Area.

#### 1-2. LOCAL FLYING AREA.

a. The local flying area for aircraft assigned to FSH is bounded on the north by U.S. Highway (HWY) 67, starting at San Angelo, east to Brownwood and then along U.S. HWY 84 to Waco. The eastern boundary from Waco is along State HWY's 6, 159, 36 and 60 to Bay City. The south boundary from Bay City is along State HWY 35 to Corpus Christi, then along State HWY 44 to the junction with HWY 359, near Alice, and State HWY 359 to Laredo. The western boundary from Laredo is along U.S. HWY 83 to Carrizo Springs, then along U.S. HWY 277 to San Angelo, the starting point. Airports and navigational aids (NAVIDS) at cities along these boundaries are considered to be within the local flying area for approaches and landings (Appendix A).

b. The local flying area is divided into five sectors. It is divided into sectors for reasons of safety and flight following. The San Antonio metropolitan area is the hub of the local flying area. Flight operations in this immediate area will be conducted under radar control of San Antonio Control Tower, with the exception of helicopters operating around Charles L. Kelly AHP. The FSH Military Reservation is considered to be within the surface area of the Airport Radar Service Area (ARSA); and appropriate clearances, radio contact and transponder codes will be used.

(1) Sector "A" is the southeastern sector of the local flying area bounded on the north by Interstate (HWY) 10 East and on the West by HWY 281 South to the limits of the local flying area. Sector "A" is most convenient to Kelly AHP and Randolph AFB, and is out of the congested air traffic area of San Antonio. Sector "A" is the designated area for maintenance test flights and training flights should be conducted in this area.

(2) Sectors "B," "C," "D" and "E" comprise the remainder of the local flying area and are located in clockwise order from the east. These sectors may be used for specific local flights.

(3) Sector "D" surrounds the Camp Bullis training area.

c. Several VFR routes are designated in the San Antonio Metropolitan area. Helicopters operating within this route structure will contact San Antonio Control Tower on the appropriate VFR frequency received from the Automatic Terminal Information Service (ATIS). This procedure allows the San Antonio Control Tower to notify the pilot of other air traffic in the area and enhances safety.

#### 1-3. HELICOPTER OPERATIONS WITHIN THE FORT SAM HOUSTON MILITARY RESERVATION.

a. Fort Sam Houston is open to military aircraft on official business during normal duty hours. Fort Sam Houston is closed to all aircraft except MEDEVAC helicopters and helicopters assigned to FSH or tenant organizations during other than normal duty hours. Inbound MEDEVAC aircraft will contact Charles L. Kelly AHP on an appropriate frequency 20 minutes prior to estimated time of arrival (ETA). Aircraft other than MEDEVACs must have prior permission required (PPR) for landing at FSH IAW instructions found in the VFR Enroute Supplement, FLIP.

b. Minimum altitude for flights conducted over the military reservation is 500 feet above ground level (AGL) or the highest obstacle along the flight path, except for landing or take-off or under special VFR (SVFR). A minimum of 200 feet AGL will be maintained by helicopters during SVFR conditions. A maximum altitude of 100 feet AGL may be used by aircraft supporting the Academy of Health Sciences in the 13A and 13D area. It is not necessary to contact the San Antonio Control Tower.

c. Aeromedical evacuation demonstrations by Army helicopters may be presented for scheduled classes at landing sites convenient to the assembly area. Coordination of safety rules and control of personnel in the vicinity of operating aircraft are the responsibility of the class instructor. The pilot in command has the authority to halt or cease training if safety rules and control of personnel are not maintained.

**1-4. HELIPORTS, HELIPADS, AND DESIGNATED LANDING SITES ON FORT SAM HOUSTON.**

a. Approved heliports, helipads, and landing sites on the FSH military reservation are listed in Appendix B.

b. The following three helicopter landing zones located on FSH are: BAMC Helipad, Fifth U.S. Army Helipad, and Flagpole (FP) Helipad. The three landing sites are located on parade grounds used by pedestrians, mowers, and other ground traffic. It is the aviator's responsibility to ensure the area is clear before initiating approach for landing on these sites.

c. Requests for permission to land helicopters at locations on FSH other than those designated above will be directed to the Chief, Aviation Division, FSH Flt Det, ATTN: AFZG-PTM-AV, Randolph Air Force Base, TX 78150-5000. Written requests will contain the following information: date, estimated time of arrival (ETA), estimated time of departure (ETD), location, type of mission, point of contact (POC), phone number (Defense Switched Network (DSN) and local) and pilot's name.

d. Helicopters performing a mission may be landed at sites other than military or FAA designated sites that are located on or off a military reservation. Prior approval, preferably in writing, from the land owner or controlling agency must be obtained. The Pilot in Command is responsible for an onsite inspection prior to landing the aircraft. The inspection may be conducted by performing an aerial reconnaissance when it is impractical to perform a ground survey.

1-5. HELICOPTER OPERATIONS AT CAMP BULLIS.

a. Refer to Camp Bullis Standard Operating Procedures (SOP) for Air Operations prior to conducting any aviation activity at Camp Bullis.

b. The Camp Bullis Training Site has three designated helipads:

- |                          |                 |
|--------------------------|-----------------|
| (1) Headquarters Helipad | GRID NH40927893 |
| (2) DEPMEDS Helipad      | GRID NH38398312 |
| (3) C4 Helipad           | GRID NH40958362 |

c. There are no Air Traffic Control (ATC) facilities at Camp Bullis. Prior to entering the airspace over Camp Bullis, all aircraft will establish radio communication with Bullis Control - PRIMARY FREQUENCY UHF 299.9 and ALTERNATE FREQUENCY FM 34.20. If aircraft cannot establish communications with Bullis Control, the aircraft will NOT enter Camp Bullis airspace. Aircraft should enter Camp Bullis airspace at an altitude of 0-2500' MSL.

d. Units planning training at Camp Bullis are referred to FSH Reg 350-2, Camp Bullis Training/Range Regulation. Procedures for requesting training areas and tactical training airspace are listed in referenced regulation. Units that are planning aircraft missions, night vision goggle flying, NOE training, and/or any other aviation operations that requires exclusive use of a training area are required to submit a FSH Form 2070, Request for Ranges and Training Areas, and a FSH Form 2070-1, Request for Aircraft Use on Camp Bullis Training Site. Flight approval and coordination will be made prior to mission date from the Camp Bullis Opns Section during duty hrs - DSN 471-7510/7611 or Commercial (512) 221-7510/7611.

1-6. GROUND OPERATIONS AT CHARLES L. KELLY ARMY HELIPORT.

a. Aircraft parking at Charles L. Kelly Army Heliport

(1) There are 14 marked parking spots on the ramps at the heliport. Alpha and Bravo rows are on the south ramp; Charlie, Delta, and Echo rows are along the west, north, and east edges of the large north ramp, and two spots on the closed taxiway are reserved for transient aircraft parking.

(2) Clearance between parking spots is adequate for hovering into and out of the area.

b. Taxi and hover lanes.

(1) The hover paths to both ramps from the landing pad are directly across the sod to the parking area. Aircraft to park on Delta and Echo rows will hover via the marked lanes in the sod to the north corner of the ramp and enter the ramp area for the selected parking spot.

(2) Aircraft will not hover near parked helicopters whose rotor blades are not secured.

(3) Aircraft are prohibited from hovering into and out of the washrack area.

c. Vehicle operations.

(1) Maximum vehicle speed on ramps is 5 miles per hour

(2) Vehicles will not be driven on the sod areas.

d. Kelly-Brooke Advisory service frequencies.

(1) 41.50 FM

(2) 142.35 VHF.

(3) 233.2 UHF.

## CHAPTER 2

### OPERATIONS AND SAFETY

#### 2-1. TACTICAL TERRAIN FLIGHT TRAINING.

a. Low level tactical flight training will be conducted on the Camp Bullis Military Reservation.

b. Nap-of-the-Earth (NOE) training routes to be used at Camp Bullis have been selected and hazards plotted.

c. Units planning tactical terrain flight training will send a representative (IP, SIP, Operations Officer) to the Operations Section, Camp Bullis, for a current hazard map update and local area briefing.

#### 2-2. PARACHUTE JUMP AREA AT CAMP BULLIS.

a. HALL Drop Zone (DZ), coordinate 93 31' 07" W 29 42' 50" N is the approved parachute jump area at Camp Bullis. Scheduled jumps will be coordinated with Operations, Camp Bullis. There are several other DZs on the reservation that can be used for special exercises.

b. The Air Coordination NCO at Camp Bullis gives notification to FAA Flight Service Station (FSS) at San Angelo.

c. The Air Coordination NCO at Camp Bullis will notify the San Antonio Control Tower of details of the jump.

d. The Jumpmaster of the jump activity is responsible for preparation of the aircraft prior to boarding of parachutists.

#### 2-3. OPERATIONS AT THE COMBAT ASSAULT LANDING STRIP (CALs).

a. The CALs is a special use only facility. The runway is closed except during actual exercises and projects involving C-130 type aircraft.

b. Use of the CALs is acquired by reservation of training areas IAW FSH Reg 350-2 and in coordination with the Commander, Camp Bullis.

c. Operators of the U.S. Air Force Tactical Airlift aircraft used in the exercise must be provided with the FAA approved flight routes for approaches and departures from the strip. The Air Coordination NCO at Camp Bullis will coordinate with the flight crew and the San Antonio Air Traffic Control Tower to ensure there are no conflicts in air traffic control in the local area.

2-4. OPERATIONS AT CAMP STANLEY. Flight operations at Camp Stanley will be conducted only with prior permission of the Commander, Camp Stanley. Separate clearance is required for each flight. Instructions for route and landing area will be given at the time flight approval is given. Caution should be used when flying near Camp Stanley, frequent demolition of munitions and test firing of mortars occur.

## CHAPTER 3

### FORT SAM HOUSTON FLIGHT STANDARDIZATION PROGRAM

#### 3-1. OBJECTIVES.

a. This chapter prescribes the responsibilities, objectives, policies, and procedures governing flight standardization at FSH.

b. The procedures established by this directive are designed to complement existing and applicable regulations of higher headquarters.

3-2. POLICIES AND PROCEDURES. All aviators assigned or attached to this installation who are required to perform flight duties will be required to successfully accomplish all training and evaluations as outlined in the appropriate Aircrew Training Manual (ATM), AR 95-3, and FORSCOM Reg 350-3.

#### 3-3. INSTALLATION AVIATION STANDARDIZATION COMMITTEE.

a. The FSH Installation Flight Standardization Committee is established in accordance with AR 95-3, AR 350-1 and FORSCOM Reg 350-3. The members will be appointed in writing by the Installation Commander.

b. The mission of the committee is to supervise and coordinate the command implementation of the Army Standardization Program and provide the commander a continuing assessment of the program.

##### c. Functions.

(1) Meet in formal session at least semiannually and forward minutes of those meetings to the convening commander for approval. Copies of approved minutes will be furnished to each board member and to the next higher headquarters, ATTN: Chairperson, Aviation Standardization Committee. A copy of the minutes will be furnished to each aviator.

(2) Promulgate implementing directives.

(3) Conduct active assistance and evaluation programs to monitor the proficiency level of all assigned and attached aviators in operational flying positions. The use of random no-notice flight evaluations of aviators and spot checks of aviation training and facilities will be utilized to accomplish this function.

(4) Consolidate, review, and submit recommended changes to aviation standardization policy to the next higher command.

(5) Recommend to installation and unit commanders actions that will upgrade the overall standardization program.

(6) As a FORSCOM installation, the Standardization Committee recognizes other FORSCOM Installation Standardization Committees as indicated in FORSCOM Reg 350-3. Support will be coordinated by the chairperson of the Fort Sam Houston Committee when outside evaluations are requested or needed.

d. Composition: The Council will be composed of members IAW AR 95-3 and Fort Sam Regulation 5-2.

e. The unit standardization officer will monitor and supervise the standardization program at the unit level.

3-4. EMERGENCY PROCEDURES HELICOPTER TRAINING. There are several designated sites approved for emergency procedures training:

a. Seguin Auxiliary Airfield is approved for daytime use for emergency procedure training. See Appendix H for details.

b. Randolph AFB is approved for night emergency procedures training. Coordination with Base Operations must be completed prior to conducting training.

c. Camp Bullis may be used as a secondary location for emergency procedures training. The approved site is in the grassy area near the Camp Bullis Helipad. Prior coordination must be made with Bullis Control for a standby crash rescue vehicle. Two-way radio contact will be maintained with Bullis Control throughout the training period. Advise Bullis Control when the emergency maneuvers is terminated.

d. Kelly AFB has also been approved for emergency procedures training by Letter of Agreement. Coordination with Base Operations must be completed prior to conducting training. No local operations flight logo will be authorized.

## CHAPTER 4

### FLIGHT PROCEDURES AND RULES

#### 4-1. LOCAL VISUAL FLIGHT RULES (VFR) FLIGHT CLEARANCE.

a. Army aircraft will not depart on local flights without filing a local flight plan or completing an organization log.

b. The pilot in command (PC) will file a DD Form 175 (Military Flight Plan), a DD Form 175-1 (Flight Weather Briefing), a DD Form 1801 (DOD International Flight Plan), or a FAA Form 7233-1 (FAA Flight Plan) for all flights out of the FSH local flying area. Clearance will be obtained for all military airfields in or out of the local area. The PC will comply with the requirements of AR 95-1 for flight planning.

c. When flights operate under visual flight rules (VFR), weather minimum for a MEDEVAC special VFR (SVFR) departure from point of origin will be no lower than 300 foot ceiling and 1/2 mile visibility over flat terrain, or 500 foot ceiling and 1/2 mile visibility over mountainous terrain or at night over flat terrain. Night operations over mountainous terrain will be 1000 foot ceiling and one mile visibility.

(1) When SVFR conditions exist or are forecasted, the aircraft PC will receive a specific mission briefing by a member of the chain of command or the unit operations officer before each mission.

(2) MEDEVAC mission approval authority may be delegated to the PC within the limitations of the general briefing consistent with paragraphs c and c(1), above.

(3) Cross-country MEDEVAC flights will make every effort to maintain contact with ATC facilities.

d. Aircraft operating on or over the FSH Reservation will remain in contact with Charles L. Kelly Heliport advisory service.

#### 4-2. IFR/SVFR PROCEDURES.

a. Fort Sam Houston is considered to be in the surface area of the San Antonio Radar Service Area (ARSA). Special VFR clearance must be obtained from the San Antonio Tower when weather conditions at the airport are reported to be below 1000 foot ceiling or three miles visibility.

b. Flight plans, both IFR and VFR, must be filed with the San Angelo Flight Service Station (FSS).

c. Clearances for IFR and SVFR may be obtained by the pilot at FSH by direct contact with San Antonio clearance delivery on VHF 126.7.

d. Special VFR clearance must be obtained from the San Antonio Tower by the aviator prior to entering the Control Zone or the ARSA.

e. Weather minimum for SVFR operations for helicopters in the control zone is 300 foot ceiling and 1/2 mile visibility during daylight and 500 foot ceiling and one mile visibility at night.

f. Before filing SVFR flight plans for local flights, the aviator must obtain a weather briefing for the San Antonio International Airport Control Zone from either Randolph AFB or Kelly AFB weather forecaster or FSS and must record the information.

g. Flight plans for IFR conditions will be filed with Operations at Charles L. Kelly AHP for processing at least 30 minutes before the proposed departure time.

h. Flights may depart IFR from any designated landing site on FSH provided radio contact can be maintained with the San Antonio TRACON for clearance delivery and release for take off.

i. Charles L. Kelly AHP and FSH have no instrument approaches. Aviators should file flight plans to the San Antonio International Airport and plan to fly approaches to a point where they are in VFR conditions, and then request VFR or SVFR to the heliport.

#### 4-3. WEATHER BRIEFING FOR CHARLES L. KELLY AHP.

a. The Kelly AFB weather forecaster is the official weather source for weather briefings for all cross-country flights for local IFR or SFVR flights from FSH.

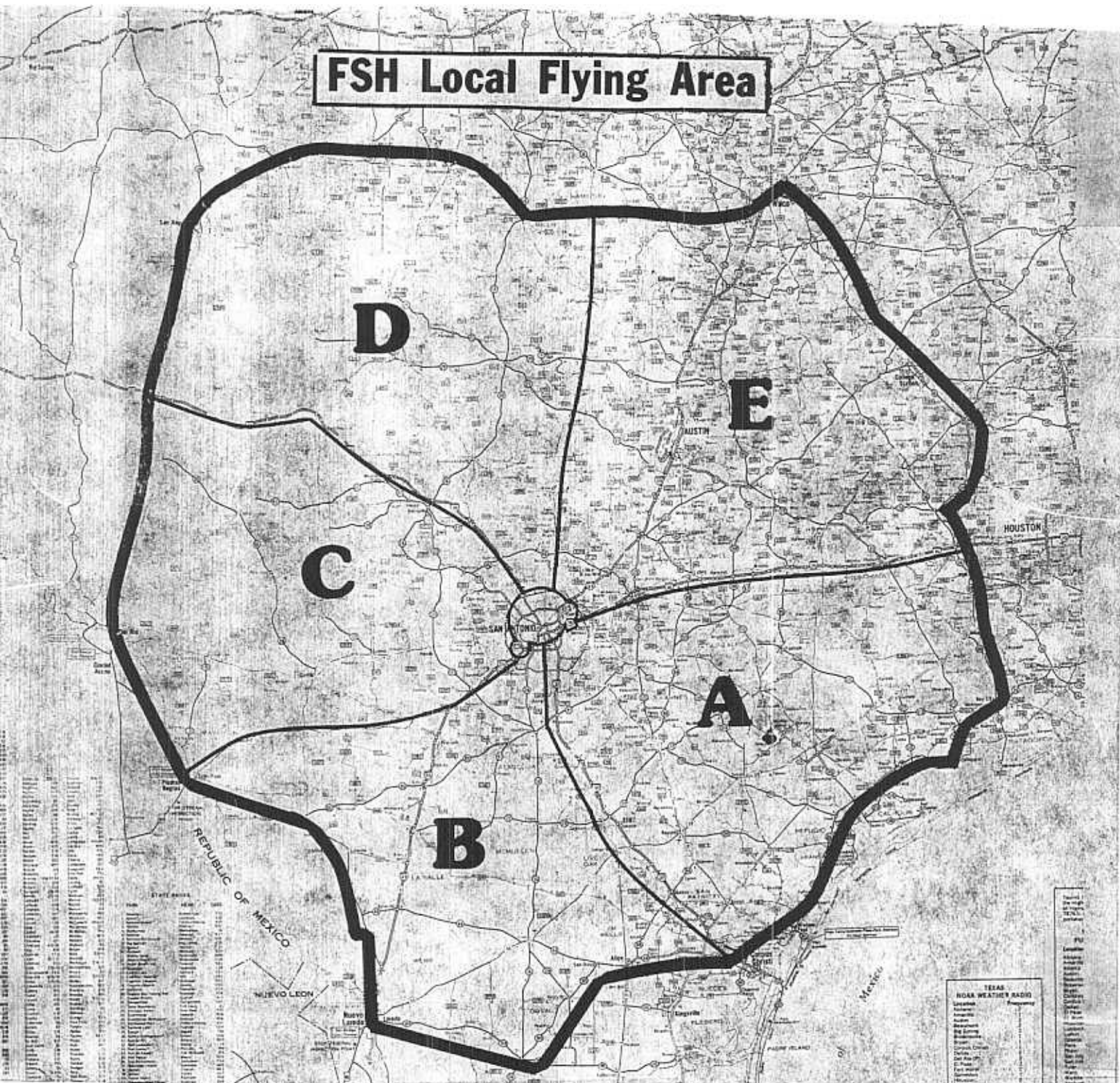
b. The San Angelo FSS is the alternate source of weather briefings, and will be used only if the Kelly AFB Forecaster is not available or if additional planning is necessary.

c. The current weather for the San Antonio Control Zone is provided by electrowriter from the National Service.

This weather information will be used to determine if a flight may depart VFR, SVFR or IFR.

4-4. FLIGHT CLEARANCES, WEATHER BRIEFINGS AT RANDOLPH AFB. Flight plans, weather briefings and clearances from Randolph AFB will be handled by and through Randolph AFB operation and weather office. Primary flight rules established by the U.S. Air Force will govern flights made from and to the installation.

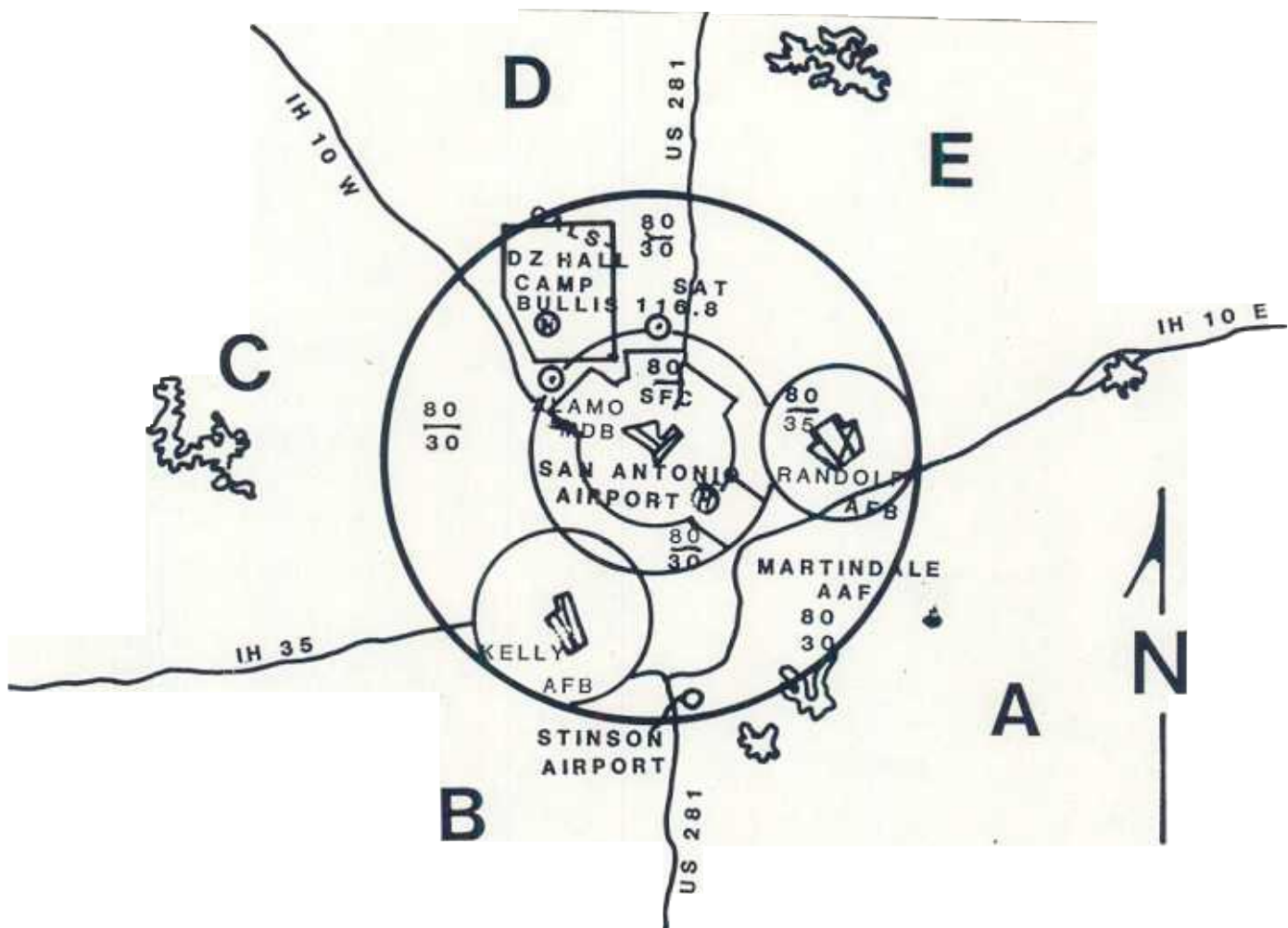
## FORT SAM HOUSTON (FSH) LOCAL FLYING AREA



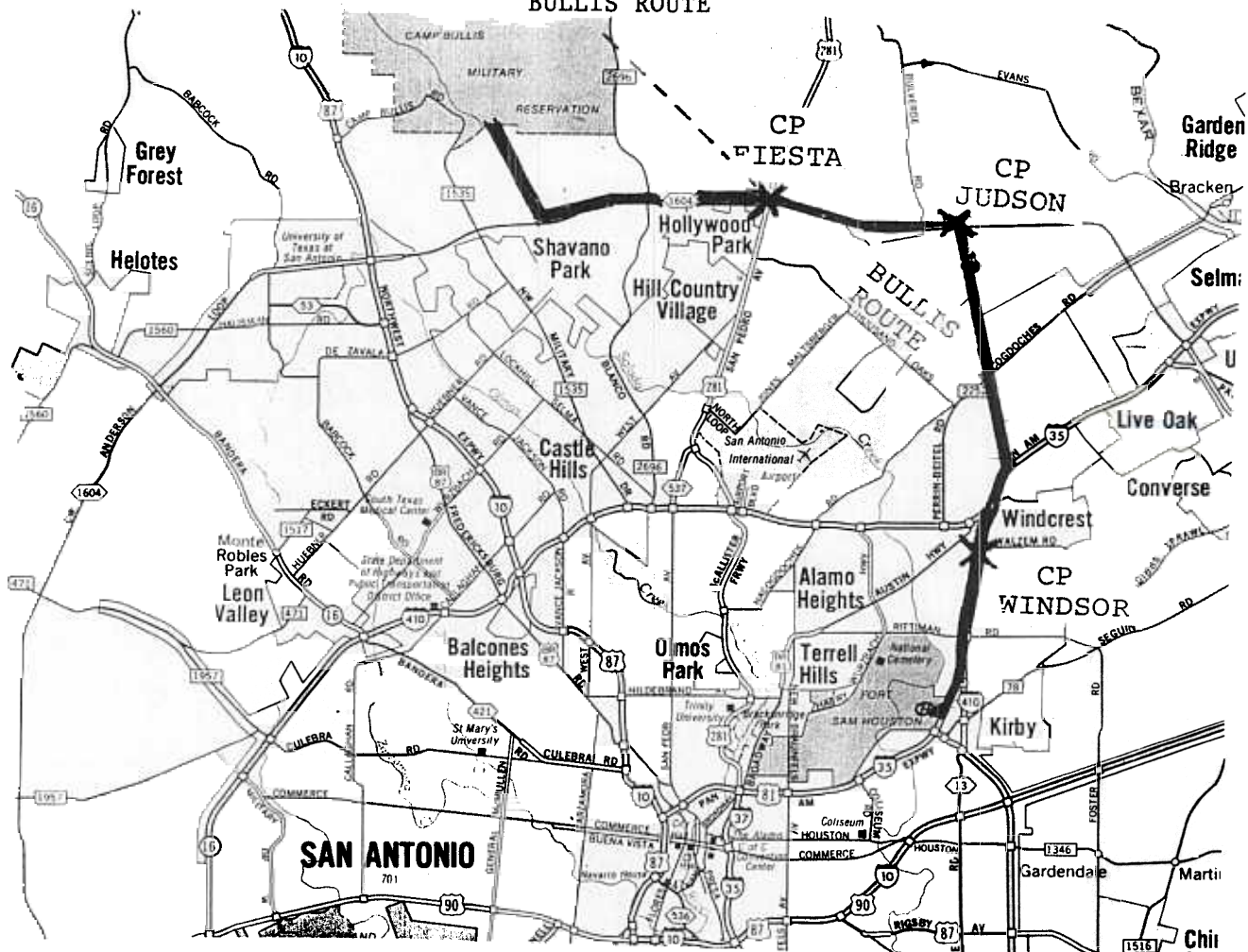
The FSH Local Flying Area boundaries are described in Para 1-2 (Local Flying Area). It is divided into five (5) sectors: "A," "B," "C," "D," and "E" located in clockwise order from the east.

San Antonio Metropolitan Area

# DETAIL OF SAN ANTONIO METROPOLITAN AREA



The FSH Local Flying Area is divided into the five sectors for reasons of safety and flight following. Flight operations in this immediate area will be conducted under radar control of the San Antonio Control Tower. Exceptions are MEDEVAC flights at Charles L. Kelly AHP and tactical training flights at Camp Bullis.



1. Standard route to Camp Bullis.

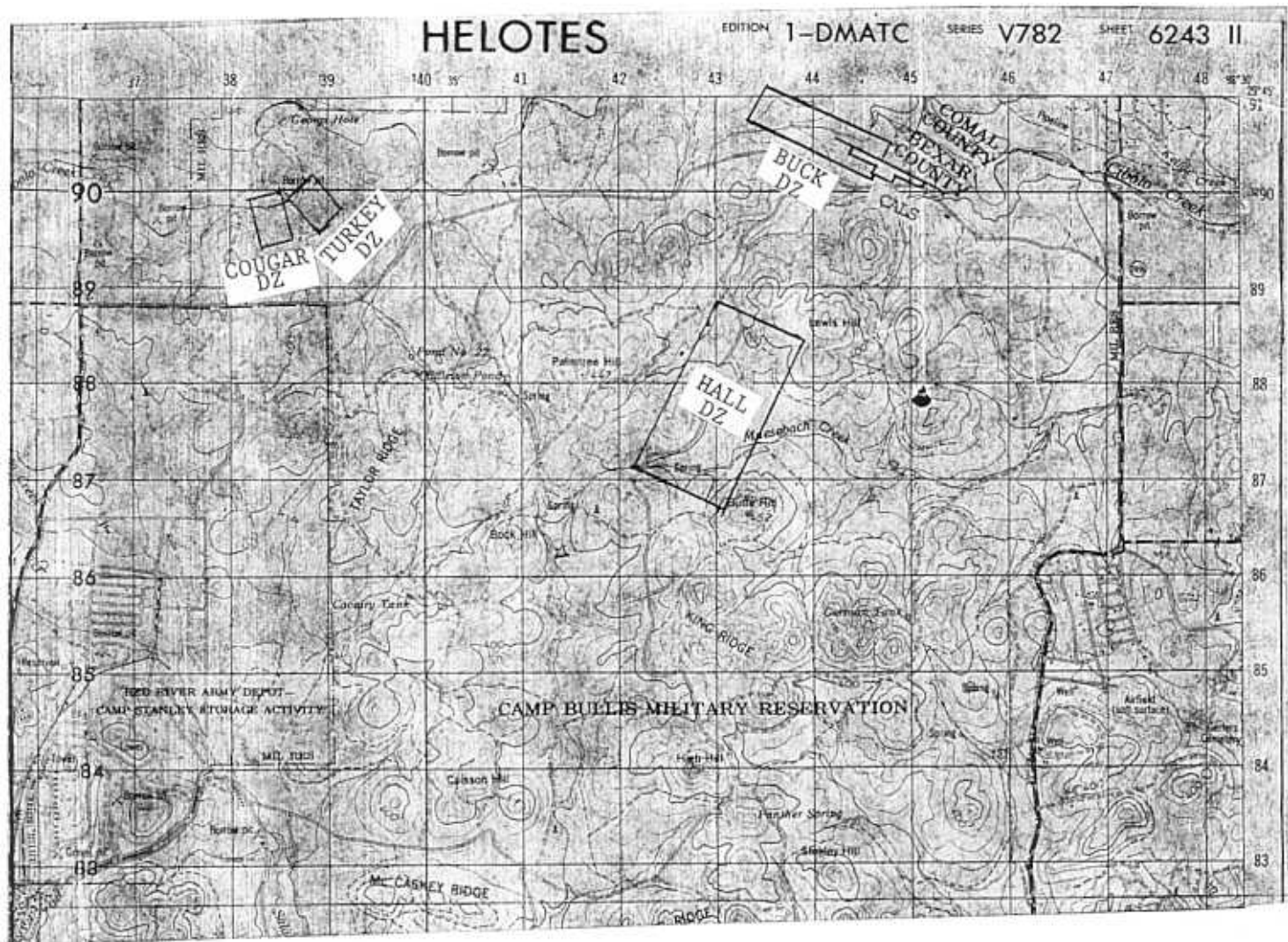
a. Helicopters departing Kelly AHP located at Fort Sam Houston will proceed directly to Loop 410 at or below 1900 feet mean sea level (MSL). Helicopters should remain at as high an altitude as possible weather permitting due to eliminations of noise pollution. Proceed along Loop 410 North until reaching CP WINDSOR (intersection of IH-35 and Loop 410) following the railroad track/dry creek bed to intercept Loop 1604 at CP JUDSON (South of rock quarry), and proceed over Loop 1604 West to South Camp Bullis as indicated. Helicopters flying to North Camp Bullis should depart route at CP FIESTA as indicated proceeding directly to the East of Camp Bullis remaining clear of the range impact area and Timberwood Estates Housing area.

b. Helicopters departing from Randolph AFB will proceed between the Runways to IH-10 turning west along the highway until clear of the Randolph air traffic area (ATA) at CP TRUCKSTOP. Helicopters will remain at or below 1000' MSL while in the Randolph ATA. The aircraft can join the Bullis Route by proceeding either directly to CP WINDSOR from CP TRUCKSTOP (SNM point) maintaining at or below 1900' MSL or proceeding North from CP TRUCKSTOP along the North South power lines climbing to 1300 feet MSL until intersecting IH-35 and O'Connor Road; at this point can climb to 1900' MSL maintaining at or below 1900' MSL.

2. All helicopters operating within this route structure should contact the San Antonio Tower (SAT) on the appropriate VFR frequency received from ATIS. This will allow SAT to notify you of other air traffic in the area and will enhance safety.

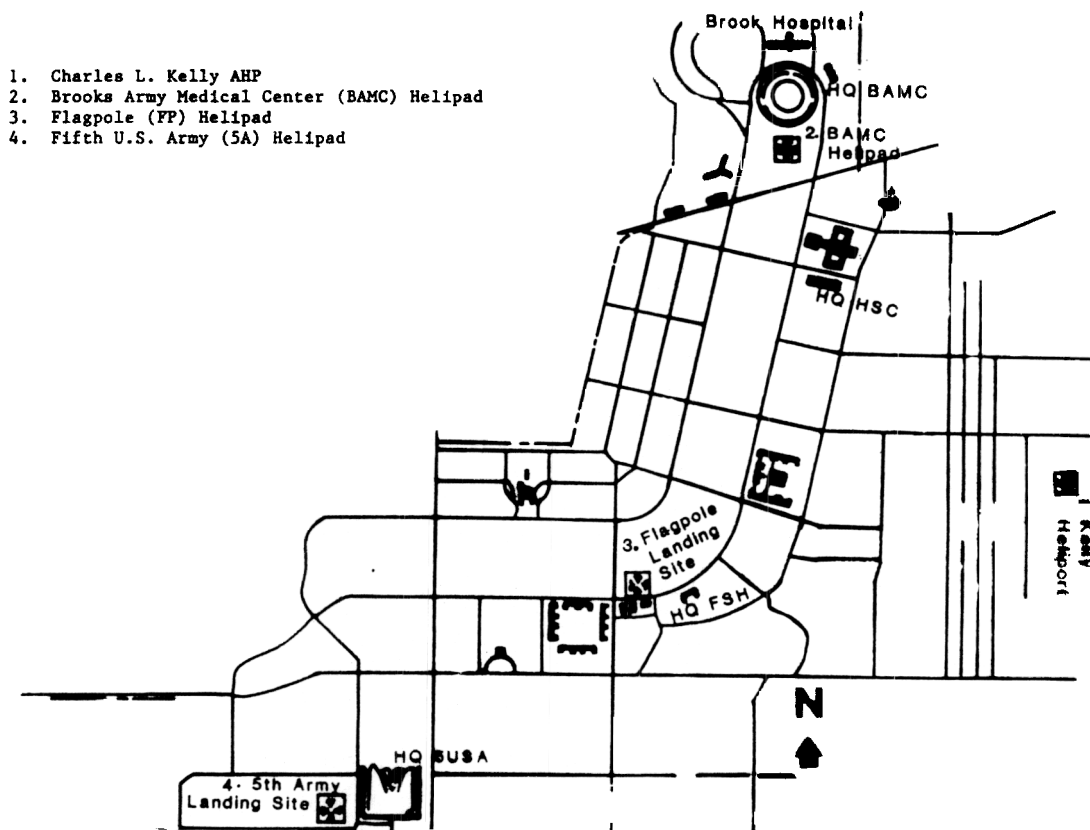
APPENDIX D  
DROP ZONES (DZ) AND COMBAT ASSAULT LANDING STRIP (CALS)  
AT CAMP BULLIS

FSH Reg 95-1



1. Combat Assault Landing Strip (CALS) is located in the north-east corner of the Camp Bullis Military Reservation. The CALS is 3600' X 75' with an attached parking area that can accommodate seven C-130 tactical airlift aircraft.
2. CALS is closed to all aircraft except for special tactical exercises. Reservations must be made to use the CALS area as stated in Para 2-3.
3. The following drop zones (DZ) are for equipment drops only: TURKEY DZ, COUGAR DZ, and BUCK DZ. HALL DZ is designated for personnel drops and equipment drops.

## FORT SAM HOUSTON APPROVED HELICOPTER LANDING SITES



1. Charles L. Kelly Army Heliport (AHP) is located on the east boundary of Fort Sam Houston. Open to air traffic with visitors on official business and fuel services are available during normal duty hours with approved PPR. Lit for night operations. Telephone numbers: Commercial (512) 221-2026/5160, DSN 471-2026/5160.

2. Brooke Army Medical Center (BAMC) Helipad is located on the north end of MacArthur Parade Field in front of the hospital. Approaches and departures will be made over the parade ground in front of the hospital. Open to air traffic with visitors on official business and medical evacuation (MEDEVAC) flights. No fuel services available. Lit for night operations. PPR is required for other than MEDEVAC flights 24 hours in advance. Telephone numbers: Commercial (512) 221-4800 or DSN 471-4800.

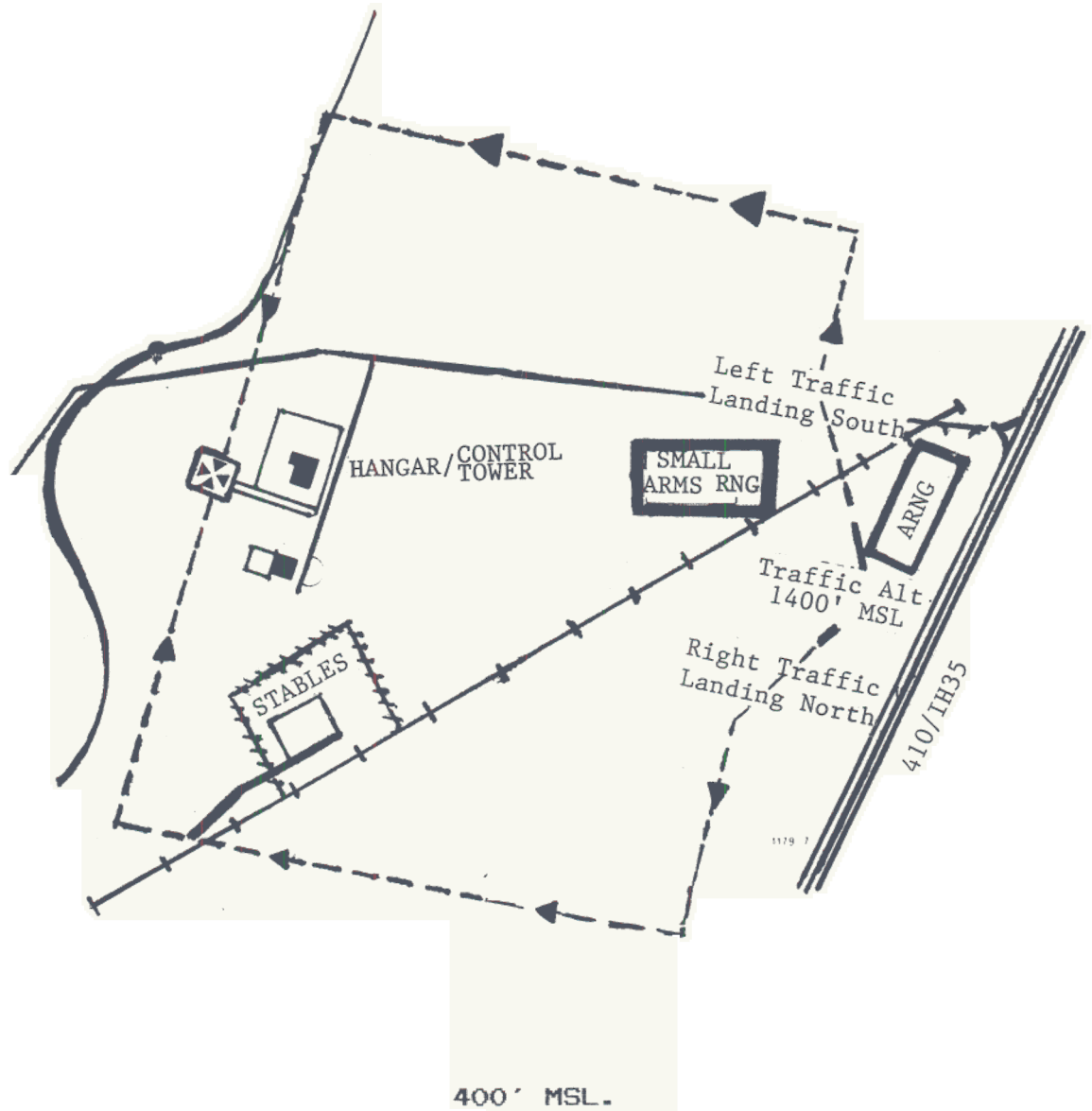
3. Flagpole (FP) Helipad is located in front of the Headquarters Building on MacArthur Parade Field where it turns to the west. Landing site is unmarked and is for daylight operations only. No fuel services are available. PPR is required 24 hours in advance. Telephone numbers: Commercial (512) 221-4800 or DSN 471-4800.

4. Fifth U.S. Army Helipad is located on a large parking lot west of Headquarters, Fifth U.S. Army. Open to air traffic with visitors on official business during daylight hours only. No fuel services are available. PPR is required 24 hours in advance. Telephone numbers: Commercial (512) 221-4800 or DSN 471-4800.

# APPEND

## TRAFFIC PATTERN, CHARLES L KELLY AHP

LEVATION 666'



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and ng

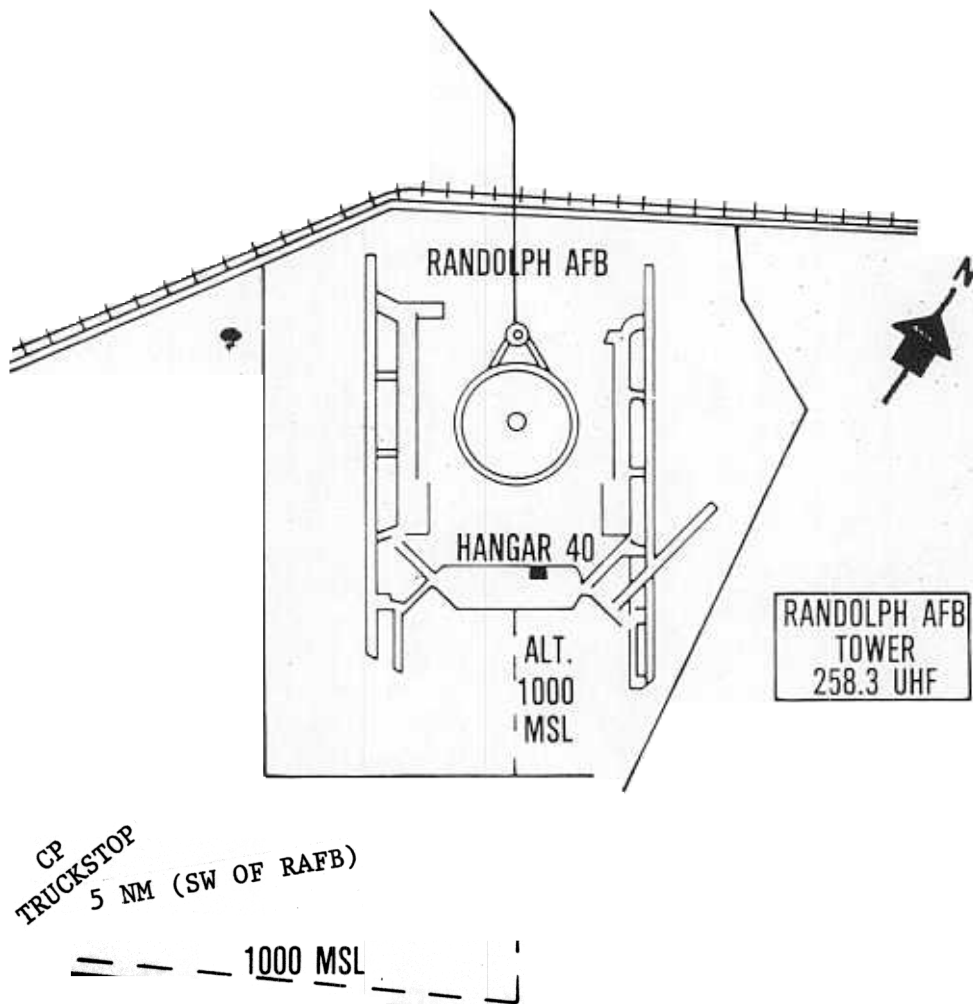
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## APPENDIX G

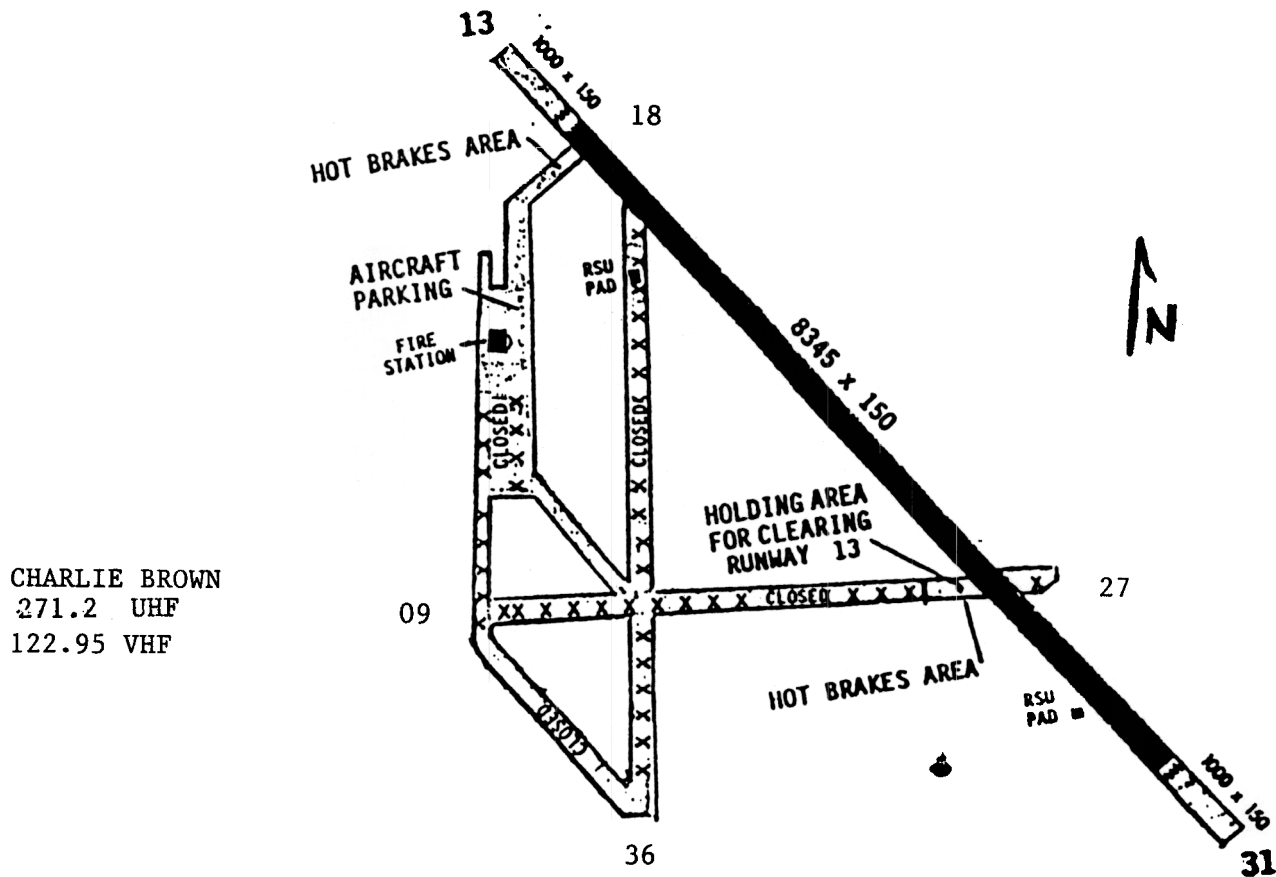
**RANDOLPH AFB**

1. Aviators are required to indicate on their local flight plan that flight is scheduled to Randolph Air Force Base (RAFB). Special VFR (SVFR) procedures are required at RAFB when the ceiling is less than 1000' or visibility is less than 3 miles. RAFB will clear Army helicopters into its control zone under SVFR rules if prior arrangements are made.

2. Helicopter traffic to RAFB from Fort Sam Houston (FSH) will proceed to IH-10 at 1500' MSL, reducing altitude to 1000' MSL before approaching CP TRUCKSTOP and entering the airport traffic area (5NM). Contact the Hangover Tower (291.1 UHF); when closed contact the Randolph Tower (258.3 UHF); When cleared, proceed along IH-10 to a point between the runways at Randolph, turning to approach the south ramp for landing at Hangar 40.

3. Helicopter departures to the North, hover/taxi to the heliport on the south ramp and request takeoff heading 030 degrees. Remain at or below 1000' MSL after takeoff clearance, VFR, until clear of airport traffic area.

# SEGUIN AUXILIARY AIRFIELD

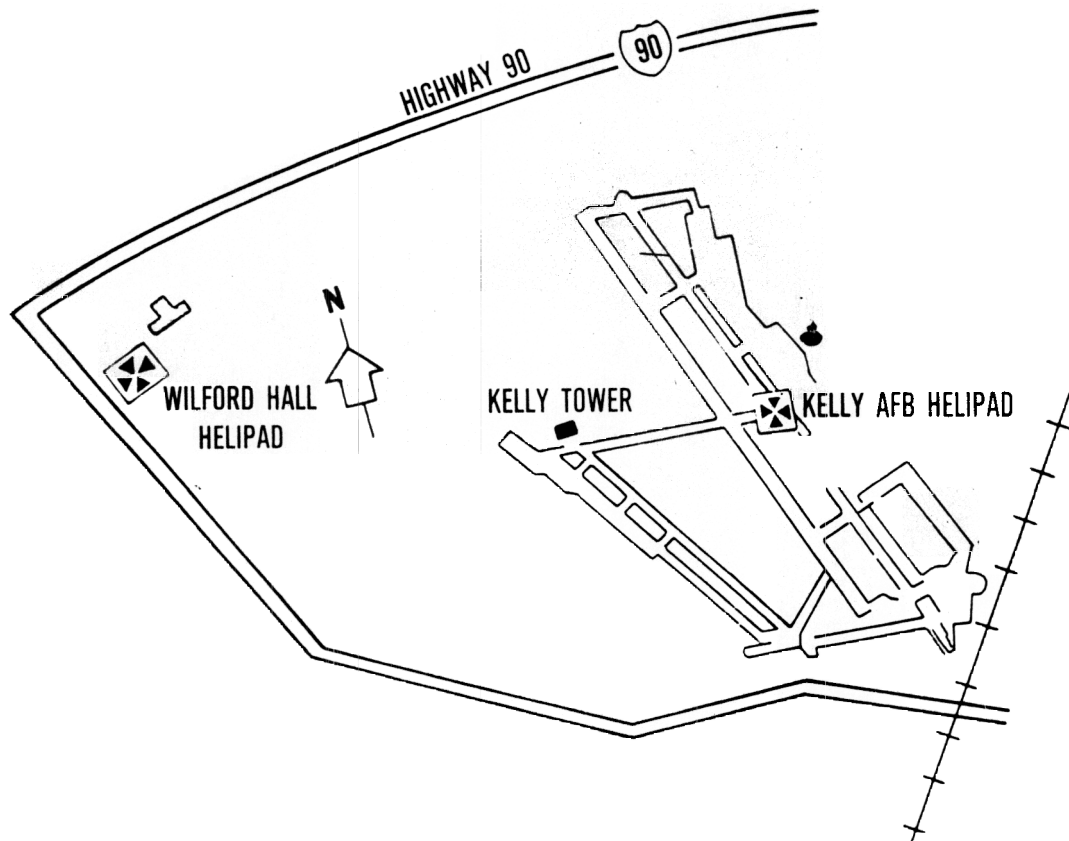


## Seguin Auxiliary Airfield

1. Seguin Auxiliary Airfield is the designated Helicopter Emergency Landing Training Area for daylight operations.
2. Proper noise abatement procedures should be observed at all times. Overflight of Seguin should be avoided.
3. Helicopter operations will utilize closed runways 09/27 and 18/36 and the western taxiway. Traffic patterns will remain clear of T-38 traffic and will stay at or below 1300' MSL.
4. Arrival or departure from the traffic pattern must contact "CHARLIE BROWN" on the radio using Frequency 271.2 UHF.

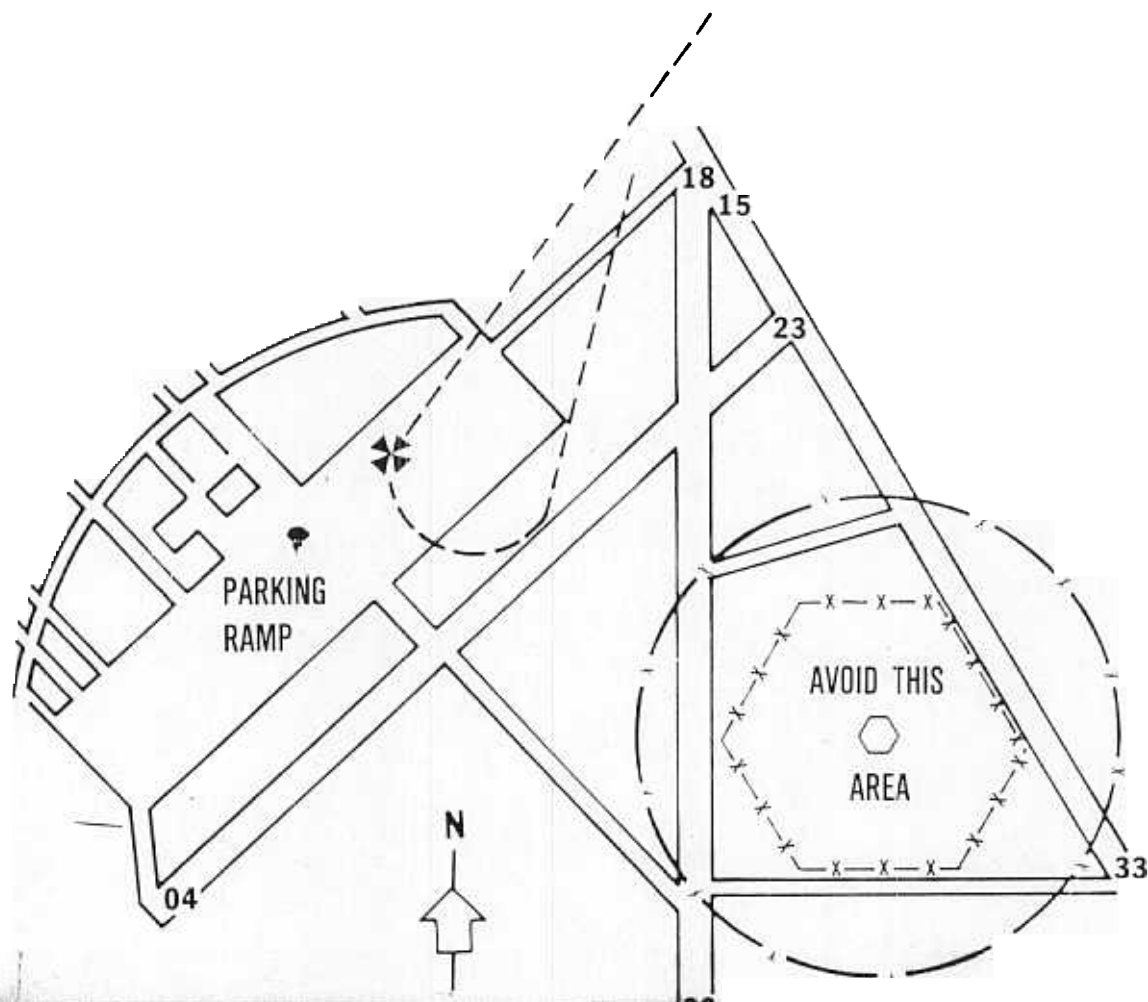
# APPENDIX I

## KELLY AFB



1. Prior approval by Kelly AFB Operations is required for all flights to Kelly AFB or Wilford Hall Hospital Helipad. Telephone: Commercial (512) 925-6802 or DSN 945-6802.
2. Helicopter traffic to Kelly AFB will be to the Maltese Cross on the east taxiway, or as directed by the control tower. Traffic patterns with approach from the south will be flown south of the large hangars at the south end of the field.
3. Traffic to Wilford Hall will be under the control of Kelly AFB Tower. Prior clearance will be obtained before crossing the centerline of the runway over U.S. HWY 90 and prior to proceeding to the hospital pad. Departure clearance from Wilford Hall through the Kelly AFB airport traffic area will be obtained from the Kelly Tower. **EXTREME CAUTION** will be exercised when departing due to heavy jet traffic on Runway 15-33.
4. Kelly AFB requires special VFR (SVFR) procedures when its ceiling is less than 1500' or visibility is less than 3 miles. ATC clearance will be granted by the San Antonio Approach Control for helicopters from FSH to Kelly AFB, if the aircraft can remain clear of clouds at 300' AGL and visibility of one-half mile during daylight and 500' AGL and visibility of one mile at night.

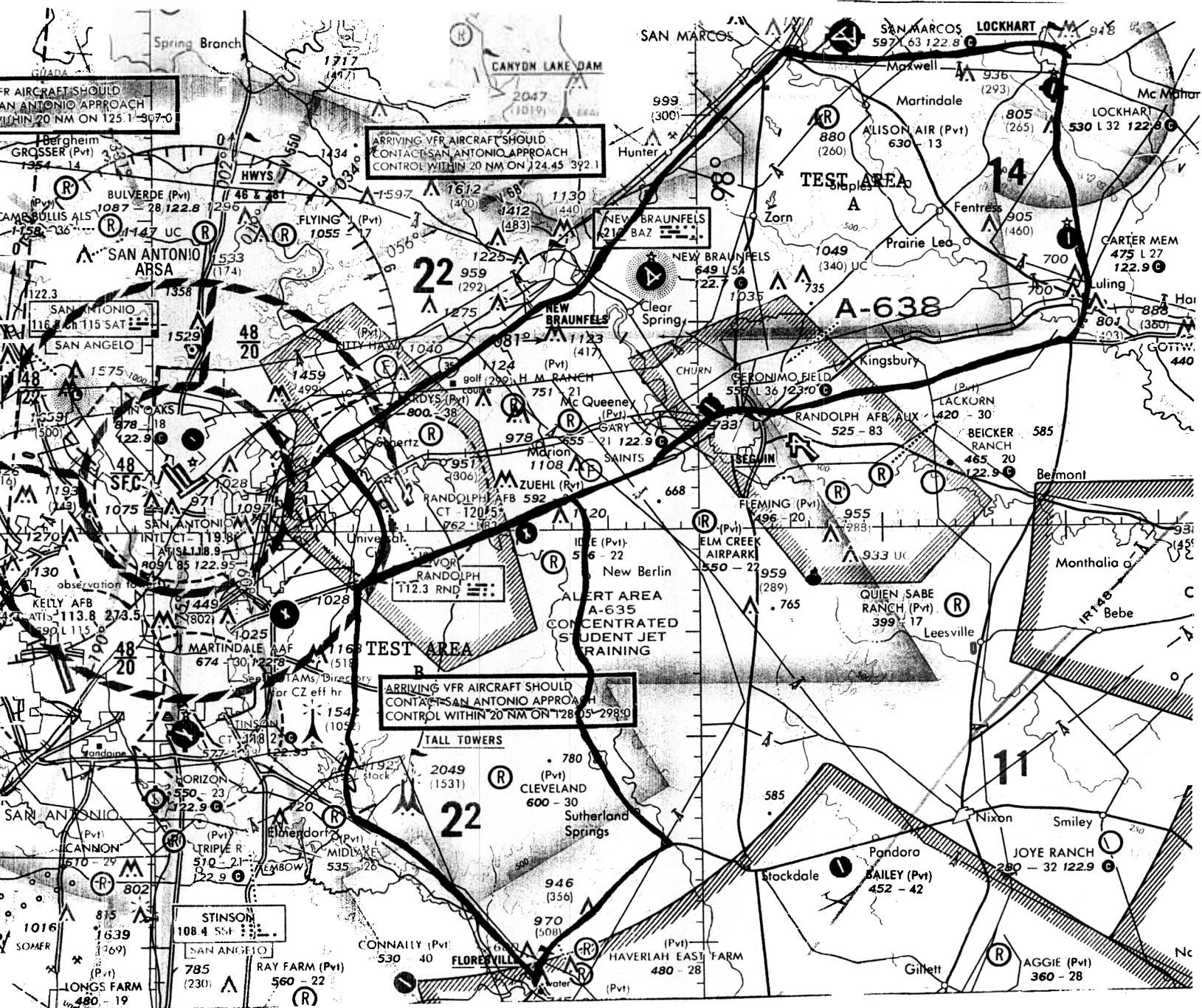
## APPENDIX J.

**BROOKS AFB**

1. Prior clearance will be obtained for helicopter flights to Brooks AFB. Telephone: Commercial (512) 536-3278/2805 or DSN 240-3278/2805.
2. Aircraft will approach Brooks AFB from the northeast to the parking ramp on the west side of the field. When weather conditions occur and a circling approach is necessary, approach will be made to avoid restricted ground areas bounded by Runways 18-36 and 15-33, the post housing area, the towers southwest of the parking ramp and the veterinary facilities southwest of the towers.

## MAINTENANCE TEST FLIGHT

## AREAS



1. Test Flight Area A is for use primarily for fixed wing maintenance checks. The area is extremely congested by aircraft traffic inbound to Randolph AFB & Randolph AFB Auxiliary Field.
2. Test Flight Area B is for helicopter maintenance checks. It provides a convenient area easily accessible from Fort Sam Houston and Randolph AFB
3. Communications should be maintained with San Antonio Approach Control for VFR advisories as well as flight following.

The proponent agency of this regulation is the Aviation Division, DPTMSEC. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Commander, U.S. Army Garrison, Fort Sam Houston, ATTN: AFZG-PTM-AV, Fort Sam Houston, Texas 78234-5000.

FOR THE COMMANDER:



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